

PROGRESS.

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SIXTEEN PAGES.

ST. JOHN, N. B., SATURDAY, FEB. 17

Subscribers who do not receive their paper Saturday morning are requested to communicate with the office.—Tel. 95.

CIVIC POLITICS IN ST. JOHN.

There are many rumors of new candidates for civic honors and some of the names are of prominent citizens. There may be some truth in the report. We hope there is because the city would be just as well without the services of some of the gentlemen who sit at the council board at present.

The task of civic government is not easy but it should not be undertaken unless aldermen can spare the time from their business to attend to the duties connected with their position at the council board. At present an alderman who is a busy man of affairs cannot well spare the time to be at the city building every afternoon. This week there has been a meeting of some board or committee every afternoon up to Thursday, and then there was a long session of that body. So it will readily be seen that the duties of an alderman are not light. If he happens to be a chairman of a board he is at the call of some city official at any time. It is not much wonder therefore that busy citizens hesitate before undertaking such an addition to their own affairs. There is no doubt that men, who are busy make the the best aldermen. They apply the same rules that have guided them to success to the business of the city and are rarely at fault.

The man who uses his aldermanic position as a political stepping stone is not wanted at the board. Politics control his actions. Selfish interests prevail with him. He can see no good in any move that disagrees with his politics. There are others who are ever seeking popularity. They are trying to "make grand stand plays" whenever the occasion arises and forget the best positions are not always the most popular. "Why," said an alderman one day to the writer, "should I place myself in the gap and oppose this grant. If I do so I will lose two hundred votes." There were several aldermen who shared his opinion and there was no opposition. This particular example need not be mentioned now but the need of good strong men at the board, men who would be willing to face the displeasure of a certain body in order to protect the city treasury, was very apparent there.

There are some good men at the council board today. They work hard and have no private interests to serve. They pay attention to the civic business frequently at the expense of their own, and think less of public approval than of the fact that they are doing right. To secure a few more of the same stamp should be the effort of all good citizens.

POSTAL REVENUES.

The statement of the postmaster general regarding the postal revenues in Canada since the adoption of two cent postage and the lower rate to the old country has not been made yet but it will be awaited with interest. We cannot, of course expect that the increase in letter writing will meet the deficiency at present but in the end the result cannot be doubted.

According to recent treasury bulletins revenue from the sale of postage stamps, stamped envelopes and postal cards in the United States during the quarter ending Jan 1, 1900, was \$24,300,000, indicating a revenue for the whole fiscal year of nearly \$100,000,000. For the last fiscal year ending July 1 the postal receipts were \$95,000,000. The year before that they were \$89,000,000 and the year before that were \$82,000,000. They have been increasing yearly from \$14,000,000 at the close of the

Civil war to \$33,000,000 in 1890 and \$60,000,000 in 1890.

Unlike the practice in most other countries the postal business of the United States is operated not as a means of profit making but as a public convenience, and the custom of the government is, whenever, as sometimes happens, the postal revenues exceed the expenditures, to make a reduction in the postal charges or an increase in the number of deliveries or an enlargement of the districts served by carriers in order that the post office should be, as nearly as practicable, about self supporting, with perhaps a small loss on the government side. In other countries, however, no such rule prevails and the postal business is regarded as a legitimate source of public revenue as are taxes on certain specified monopolies which go toward the enrichment of the government. Indeed, the United States are the only important country in the world which does not make and apparently does not seek to make a profit on its post office business. The Argentine Republic, Bulgaria, Uruguay, Bosnia and Siam run their postal business at a loss for the reason, perhaps, that losses are unavoidable. Great Britain, for instance, takes in from the post office £12,000,000 a year, the equivalent of \$60,000,000, and expends £8,000,000 a year, showing a net profit of £20,000,000. It should be said, perhaps, in explanation of this that the distances in Great Britain compared with those in the United States are very short; that few letters or packages are delivered at a loss; that the means of communication are more generally uniform, that the number of newspapers distributed by the English post office is materially less than the number in the United States, and that letter postage is the most profitable branch of the business. In the United States the rate of postage is the same from New York to Brooklyn as it is from New York to San Francisco and in many parts of the west and south the delivery of a single letter, for which the government received two cents, costs fifty.

England is not, however, the only country in which there is a large profit in the postal business. France making in a year from this source of public revenue \$10,000,000 and Germany \$8,000,000. What is more curious, perhaps, is the fact that Spain, in which thrift is not the universal Government rule, makes \$2,500,000 on its Post Office Department, the ordinary letter rate in Spain being five cents. Hungary makes a profit of \$2,000,000 on its postal system, British India and Belgium \$1,800,000 each, Austria \$1,000,000, Japan \$1,000,000, Holland \$750,000, Turkey \$600,000, Switzerland \$500,000, Portugal \$350,000, New Zealand \$350,000, Sweden \$250,000, Denmark \$100,000 and Greece \$25,000. It is inferred by some persons that in view of the length and complexity of Greek names the charges for extra postage in that country most account for the profit of \$25,000, as communication between Greeks by letter is very rare.

Alderman WHITE paid a deserved compliment to MAYOR SEARS for his efforts to secure the shipment of the STRATHCOONA horse from St. John. It was not his worship's fault that Halifax was preferred. And it is pleasing to know that the council recognizes the fact.

Where was Ald. CHRISTIE when the proposition came up to give a police captain full pay while off duty? He has always opposed anything but half pay before. Did it make any difference because the captain is in the north end?

That time honored subject of "foreign peddlers" is up again, and the council is going to send a bit to Fredericton to regulate them. That is all right but why not enforce the city bye laws that have been passed?

It should not have done any harm for a committee to have conferred with MESSRS PETERS in reference to their claim for compensation because of alleged insufficiency in the water supply at the time of their fire.

The statement of the cost of the pumping station is filed at last and the amount is \$9450 65. Are you sure all the items are included, Mr. MURDOCK.

Nearly \$44,000 so far for land damages in connection with the Spruce Lake water extension! And still there are more claims.

Is it more what accommodations that Ald. COLWELL wants? Well let somebody besides the city bear the burden.

Is this the Citizen's Ticket.

Among those mentioned for civic honors this year are Mr. B. R. Macaulay, Mr. Ernest Wilson, Ex-Alderman John E. Wilson, Mr. Frank Starr, Mr. David Lynch, Col. Armstrong, Dr. Smith, and J. B. M. Baxter. These gentlemen are said to have been approached to go on a

"citizens ticket" and some of them have consented.

Fractions on the train.

Passengers on the Fredericton train Wednesday evening were treated to more than their ticket entitled them to. A lively set-to between two Fredericton men commenced shortly after the train left Fairville and it was a regular rough and tumble encounter while some of the passengers, including members of the Legislature, interferred and with the assistance of the conductor separated the two belligerents and placed one in the first class car and the other in the smoker.

It appears that bad feeling has been existing for some time between the two—which has become still more intensified since a recent marriage took place at the celestial whereby the mother-in-law of the younger man—and a widow—became the wife of "the other party, a man by the name of Johnson". The daughter of the widow in question, and her son-in-law were opposed to the marriage and still more opposed to the new comer taking up his abode at their domicile—a well known hotel on Regent street and it is said that since the marriage there have been some pretty lively scraps in which all four took a hand.

The Easy Method.

The Wayside Missionary: "Why do you drink that vile stuff?"

Dismal Dawson: "Cause it's the easiest way to git it down. I can't breathe it, kin I?"

VERSES OF YESTERDAY AND TODAY.

Spion Kop. The night was dark on Spion Kop, The dead in their trenches lay; Who fought their way to its rocky top On that grim and bloody day. There many a British soldier fell, And more for their Queen would die, Fighting on in that fire of hell; Till the darker night drew nigh.

It was joy to the brave and gallant slain, Who fought for the land we love; Death was their glory that we might gain, The freedom for which they strove. They saw their comrades lying there, Who proudly their lives lay down; Encourage each other to have no fear, For England's Queen and crown.

And still they battle for truth and right, To fight till the very last; They yet shall conquer for equal right As ever in all the past. For Britain's freedom trump has blown, O'er all that far off land; Wherever old England guards her own, Her empire firm shall stand.

Lead on brave souls of Britain lead; Thou Israel of the Lord; Where grasping tyranny doth breed Again unseath the sword. Thy freedom banner still unfurled, Shall guard thy righteous laws; 'Tis sweet to benefit the world, Or die in freedom's cause.

Where gallant Woodgate bleeding sank, Where Wanchope first was found; With valiant souls of every rank Strewn on the dyer ground. The flag that floats beneath the stars, Of every land and clime; The gate of freedom still unbars, By deeds of arms sublime.

CYPRUS GOLDBE.

The Song of Those at Home. From dear Canadian homesteads Where ruddy hearth fires glow, We send our sons and brothers Against the Empire's foe.

To that dark land of battle Whose sands with blood are sown We send the hearts that love us, The hands that held our own.

The feet that walked beside us, The eyes our eyes that met So bravely, filled with promise The years shall not forget.

We send our sons and brothers—, And we who may not go Must drink, with pale lips shaken, The cup of tears and woe!

ELIZABETH REBERTS McDONALD.

A Valentine of Long ago. Little Susie Winterblossom was the sweetest girl in town, Not another girl in Tompkins had such roguish eyes of brown; Not another girl in Tompkins had such curly golden hair, Nor a cheek so full of roses when the frost was in the air.

How I hated Willy Haskell when he seen her home from church, Le-wit' bashed me a-cryin' 'cause he'd left me in the lurch! How I waited near the willows till he come along that night, With a chip upon my shoulder, so's to make him stop at my fight!

Little Susie Winterblossom, I am old an' gray, an' there's a Valentine occasion that I never kin forget. I had saved me up two shillin' by the hardest kind of toil, But I spent it unbecom' in the store of Druggist Koyle.

Little Susie Winterblossom, I remember how that day Mamie Perkins give a party an' we all rode in a sleigh Up to Salamanca Corners on the Chipmunk Hollow road, An' with me the saddest youngster that was in the lively load.

Little Susie Winterblossom, years have come an' years have sped, Bringin' in my sorrows with 'em on this grizzled farmer's head; But no sorrow of the number kin in any way compare With the sorrow hat I suffered as I see you settin' there.

Makin' eyes at Willy Haskell jist across the narrow street; Emilin' sweet at Willy Haskell in the most distractin' way, Blushin' red fer Willy Haskell (Darn the pesky little curly hair!) Thinkin' he had sent the Valentine I paid two shillin' fer!

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LAW FRAMERS MEET.

CONTINUED FROM FIRST PAGE.

taries "with plumes and cocked-hats" whilst the guard of honor present arms and the band plays "God Save the Queen". This ceremony having been accomplished his honor and suite proceed to the Legislature assembly where the opening speech is delivered in the presence of the crowd assembled. By this means the legislature wheels are once again set in motion, and the work of framing the laws of our land is proceeded with. It requires forty six members to carry out "the will of the people", but who will gainsay that half this number would not be ample for all purposes.

Comments at the Opening.

Fraser makes a dandy A. D. C. Robert Smith is just the man for secretary—wonder he doesn't "do the trick" again.

That new version of "Soldiers of the Queen" ought to be copyrighted.

Chapman looks as natural as ever and handles the chargers in his old time form.

Landlord Edwards must be having a snap just about this time.

It is surprising that such a body of men could be spared from active duty—but it's just as well for the Boers.

Did you ever see so many men with titles as you meet in Fredericton? It seems as if every second man is a major or colonel or captain, and one is even addressed Lieutenant-Colonel, Surgeon-Major.

The dryness of the proceedings had a telling effect on the A. D. C. and secretary and the officer in command, but they knew where to find the remedy.

DOUGLAS AVENUE RAILWAY.

Will it be Built? Possibilities of a Drive-way.

The Douglas Avenue street railway extension is yet classed among the very uncertain things in St. John. It may come to pass next spring and yet there is a possibility of its being abandoned. It all depends on the action of the Common Council.

Last summer the street railway people were quite ready to extend their line and even went so far as to haul rails to the scene of the proposed improvement, but a dilly dallying council obstructed further action by finding fault with the share of the work expected of them. The summer months slipped by, Douglas Avenue received little attention, and just before the cold weather set in the St. John Railway Co., gathered up their rails and carted them away again.

Of course its early yet to state what will be done when the warmer weather comes, but Manager Neilson of the railway company does not know whether or not the branch line is to be attempted again. As to extension of street car communication in other directions he says there is nothing contemplated.

It would really seem a pity if the people of St. John were to be disappointed again in not having the Douglas Avenue branch constructed, for its benefits can be seen with half an eye. It would tend to make the long road to the bridges more of a residential locality and in course of a few years many handsome cottages would undoubtedly dot its waste land on either sides.

With the expenditure of a comparatively few dollars on the road-bed and sidewalks, and some little outlay in the matter of prettily arranging unkempt nature on Douglas Avenue, a driveway and promenade equal to any in Canada could be created. The natural situation is unexcelled with its harbour view and city sights on one hand and the river on the other, also a pleasing prospect of Carleton. Then at the end of the drive are the bridges and the hills that have made St. John famous, and which every stranger wants to see.

Of the advantages of a branch railway to the general public in a practical way there is no doubt whatever, and it would not be a losing venture on the part of the railway company. Fairville would appreciate the cars at their door, and it does not necessitate one's being a wisecracker to see a general benefit in a business way all around by binding Fairville and Carleton more closely to the city, especially North End by a chain of electric.

Well Deserved Promotion.

The rumor that Mr. W. G. Lee may succeed Mr. Laechler as agent of the International S. S. Company in St. John it

is hoped may prove to be true. Mr. Lee has been a long time in the office and has given such attention to his duties that the company could not do better than recognize his claims for promotion. Mr. Lvechler, it is said will succeed general passenger agent Waldron at Boston

MRS. SECORD WENT FREE.

An Ontario Woman Elopes Unmolested to England.

Chief Clark can "most generally always" capture his man, if he once gets sight of him, whether his man is a daring desperado or a candidate for the coroners court, but he failed to "land" a would-be lady prisoner as she stood defiantly on the deck of the Elder Dempster lines Arawa last Tuesday. Our gallant chieftain of the police explained her as best he could within the few minutes left before the steamer unhooked herself from St. John, that her husband away off in Brantford, Ont. had wired him to detain her from "going home to mamma" across the ocean and he was there for that purpose. But the lady, a Mrs. Secord, and her child were in no wise content to remain, but seemed to look upon the home-going as a great relief. She was not surprised at the Chief's visit, and said she was abused at home and would not live longer with her husband. She claimed the police could not detain her, and neither they did, although elaborate plans had been laid for her capture. So the Chief telegraphed back to town of patent medicines that he could not persuade Mrs. Secord to stay over, but suggested he touch up Halifax on the wires, as the Arawa called there on her way to sea.

A Halifax despatch to St. John later was as follows:—

"At St. John Mrs Annie Secord of Brantford and her two children, accompanied by Albert Venn, of the same city, boarded the Elder-Dempster steamer Arawa, carrying the mails for Liverpool via. Halifax. Mrs. Secord is a woman of about 28 years pretty and rather small in stature. Her children are seven and eleven years old respectively, dressed in red caps and grey coats. The Halifax police became interested in the case through a telegram from C. D. Ashborough, constable of Brantford, to make a particular effort to capture the children and have them returned to Brantford, but if necessary he was to arrest all the party, under warrants which were to be forwarded by mail. Detective Power visited the Arawa when she came in at six o'clock this evening from St. John. Venn's story there was that he was merely acting the part of a friend in rescuing Mrs. Secord from a cruel husband, and in doing this he believed he was only performing a simple act of duty. The police took legal advice, and decided that they could not arrest the people on any such charge. If the department of justice were to order an arrest it would be made, or if the warrant were here they would make an arrest, but not otherwise. The party were released and went back aboard the steamer, which sailed from Liverpool at midnight.

Flooded School.

Owing to the negligence of the city authorities in not having the ground properly graded about the new Alexandra School in Indiantown the heavy rains of late have caused the water to flow into the cellars, although not to any great extent. However, the teeming rain left the soft ground in a very much hollowed out condition, first class catch basins indeed, for further damage by water. Up on Douglas Avenue also the schoolhouse is in danger of being flooded after every heavy rain or by melting snow. Last winter the rain and snow-water flowed freely from the steep grade on the Avenue into the hollow school yard causing the playground to become a veritable pond, the water encroaching upon the lower story of the big building. In fact this has become such a menace to the health of the pupils, along with the antiquated sanitary arrangements that at the last School Board meeting several formal complaints were lodged by parents. What Douglas Avenue school needs is a sewerage system and a school yard graded level with the road, to ensure its being passable in a rainy day and to keep the ground under the school windows from becoming a slimy swamp, dangerous to health.

Umbrellas Made, Re-covered, Repaired Duval 17 Waterloo.